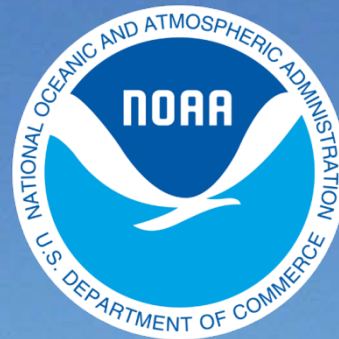


BookletChart™

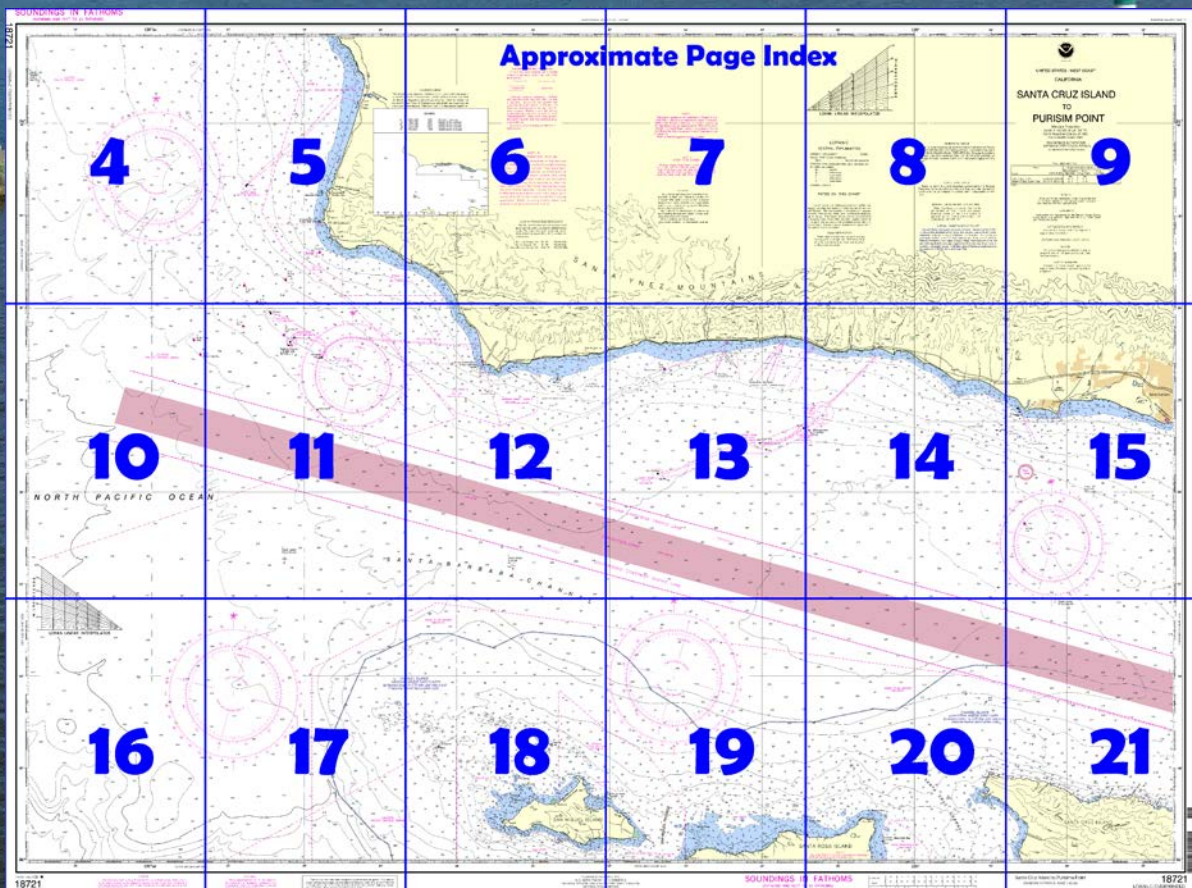
Santa Cruz Island to Purisima Point **NOAA Chart 18721**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18721>.



(Selected Excerpts from Coast Pilot)

The 8-mile coast from Santa Barbara W to Goleta Point consists of bluffs with short stretches of sand beach and is fringed with kelp 0.2 mile offshore.

Goleta Point, 6.2 miles W of Santa Barbara Light, is low and terminates in a cliff. A 1,475-foot pleasure pier is in the bight E of the point. A 4-ton hoist is available.

The 32-mile coast from Goleta Point to Point Conception is more rugged than that Eastward. **Cañada de la Gaviota**, 12

miles E of Point Conception, is a conspicuous break in the mountains back of this coast. A railroad skirts the shore over trestles and

embankments which cross the mouths of numerous gulches and arroyos. The kelp grows quite heavily, and in some places extends over a mile offshore. The Pacific Coast Highway parallels the coast from Santa Barbara to Gaviota, where it turns inland.

Oil well production heads covered 6 fathoms or more and submerged pipelines to shore extend as much as 3 miles offshore between Goleta Point and Point Conception. Several oil-well structures in the area are lighted and equipped with racons and fog signals.

Safety zones.—Safety zones have been established around oil drilling platforms and an offshore storage and treatment vessel mooring area, about 13 miles W of Goleta Point, in

34°23'27"N., 120°07'14"W. (**Platform Hondo**);

34°22'36"N., 120°10'03"W. (**Platform Harmony**);

34°21'01"N., 120°16'45"W. (**Platform Heritage**); and

34°24'19"N., 120°06'00"W. (**vessel mooring area**).

(See **147.1 through 147.20, 147.1105, 147.1106, 147.1114 and 147.1115**, chapter 2 for limits and regulations and chapter 3 under '**Oil well structures**' for additional information.)

Temporary drilling platforms can be found along this coastline and may be moved periodically. Mooring buoys for tankers are SW of Coal Oil Point and S of Gaviota.

Coal Oil Point, 1.8 miles W of Goleta Point, is low and may be distinguished by the strong odor of petroleum discharged by a spring. This odor is noticeable over 2 miles offshore.

Pilings of former piers and ruins of a drilling rig exist from Coal Oil Point for about 2.5 miles NW to the pier at **Ellwood**. The private 2,300-ft pier is owned by Arco Oil. Passage without local knowledge is not advisable. A rock covered 14 feet is at 34°25'18"N., 119°57'06"W., about 4.3 miles W of Coal Oil Point and 0.9 mile offshore; it is surrounded by kelp.

Capitan, 7.5 miles W of Coal Oil Point, is in a small bight which offers little protection to small craft. A lone tank stands on a bare hill 500 feet high and 0.3 mile inland.

Refugio Beach at Orella, 2.5 miles W of Capitan, is a State Park for camping at the mouth of the canyon. A small bight here offers some protection for small boats in northwesterly winds in about 15 feet. Oil is loaded from a submerged pipeline at **Gaviota**, 13.5 miles E of Point Conception. A number of large green storage tanks mark the inshore end of the pipeline. About 1 mile W of Gaviota is a State beach park with a 545-foot pleasure-fishing pier. An electric hoist for launching skiffs is available. The railway trestle along the beach is quite prominent.

Cojo Anchorage, 1.5 miles E of Point Conception, affords protection off the mouth of the Cojo Valley from moderate W and NW winds. The suggested anchorage is opposite a culvert under the railroad tracks in 5 to 10 fathoms, hard sandy bottom. The cove 1.7 miles E of this anchorage known as Little (Old) Cojo, is foul and affords little protection.

Point Conception, 118 miles NW of Point Fermin and at the W end of Santa Barbara Channel, is a bold headland.

Point Conception Light (34°26'55"N., 120°28'15"W.) is shown from a 52-foot white tower behind a building near the W part of the point. A low black rock, awash at high tide, is 220 yards offshore, SW of the light.

Danger and Safety zones.—**Danger zones** extend offshore from Point Conception to Point Sal. (See **334.1130**, chapter 2, for limits and regulations.) For additional information on Vandenberg Danger Zones, contact 800-648-3019 or 805-606-8825.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Alameda

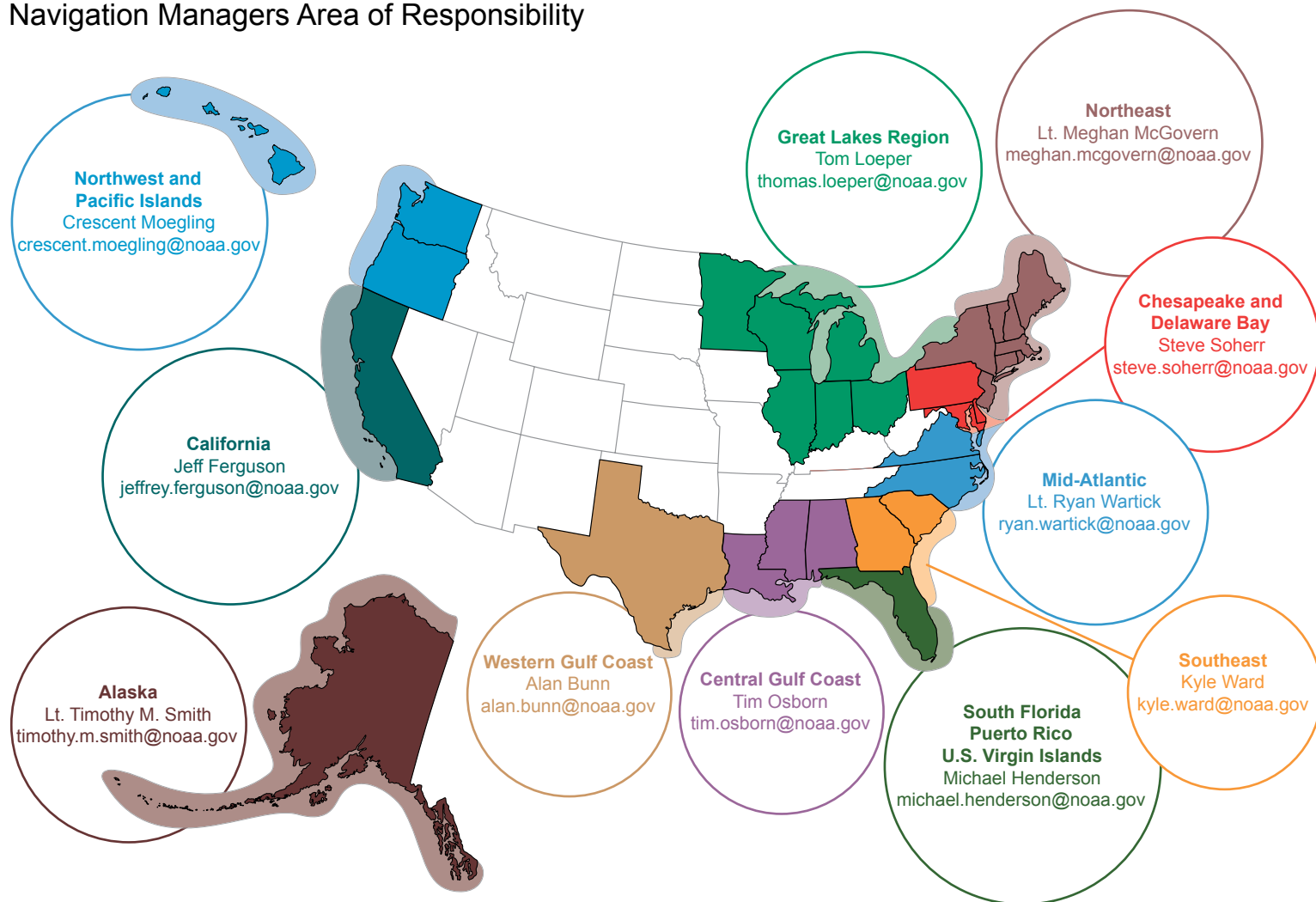
Commander

11th CG District

Alameda, CA

(510) 437-3700

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

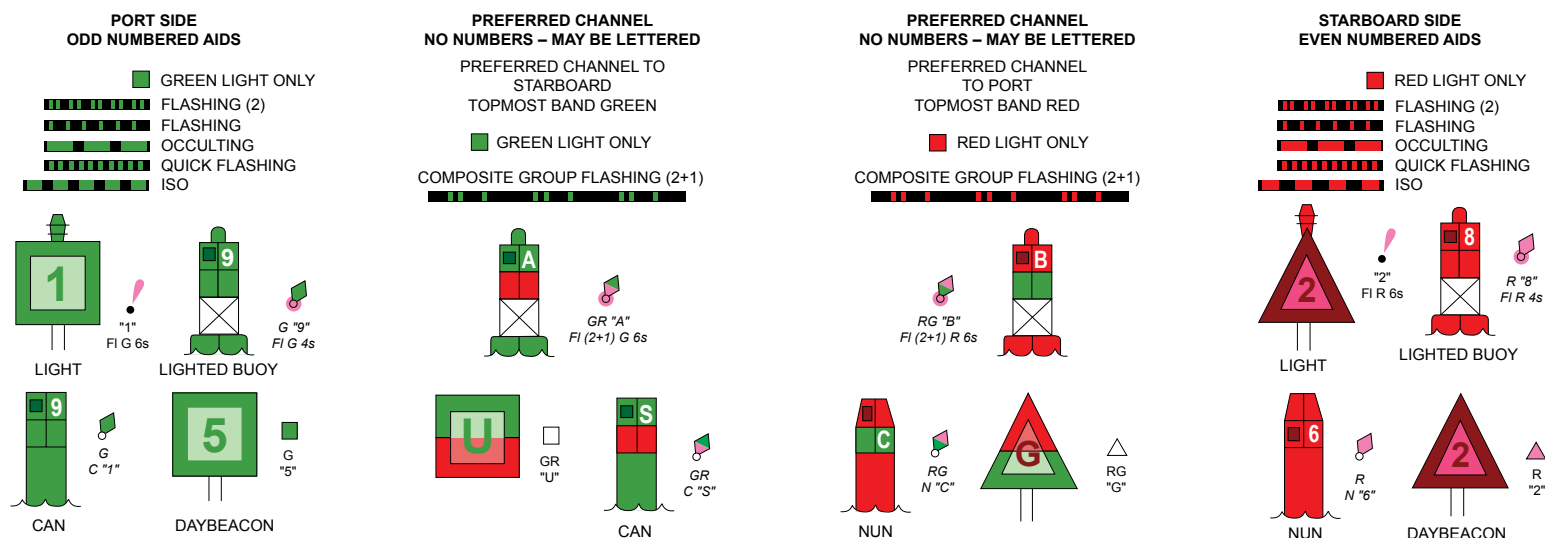
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



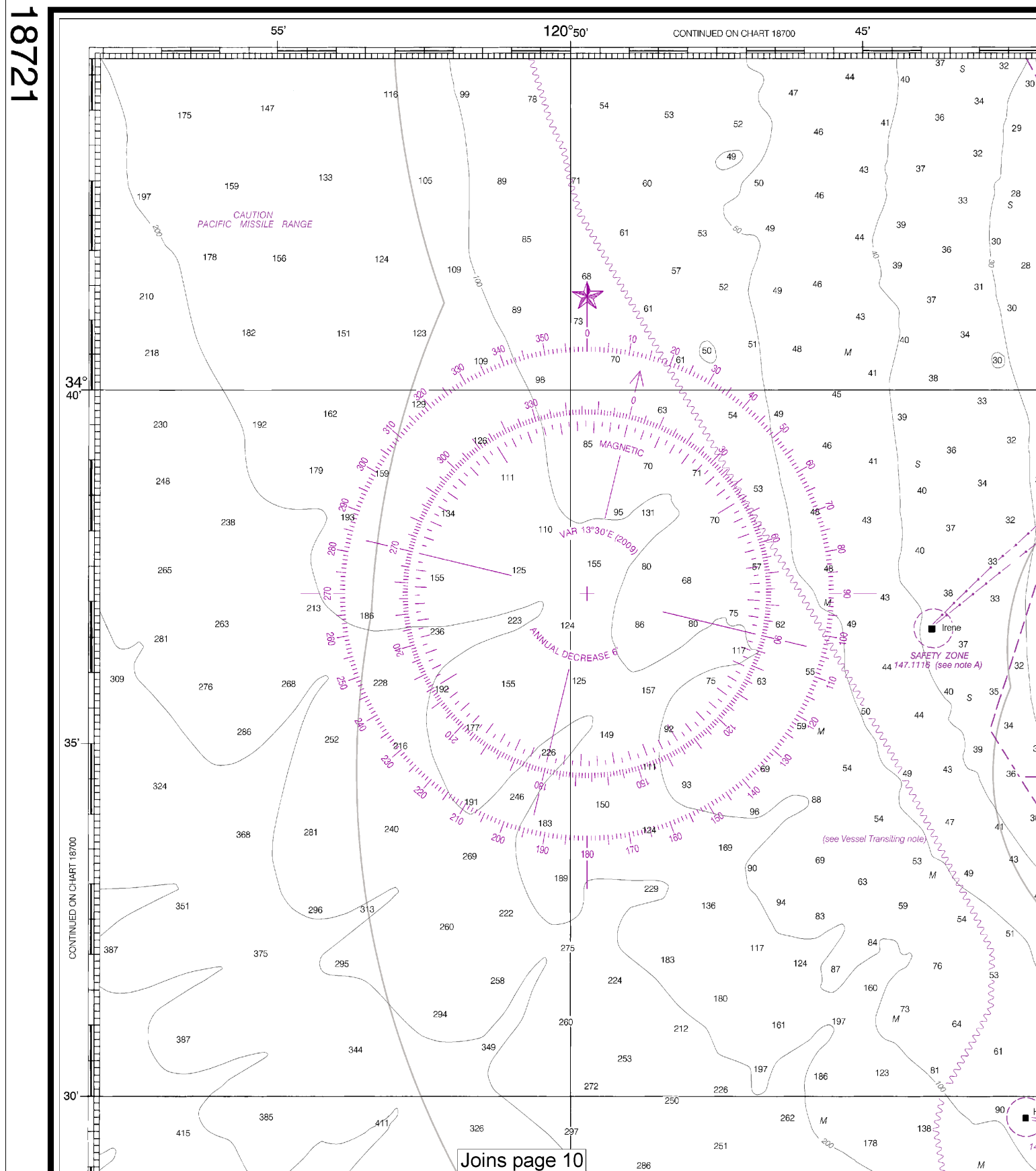
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18721



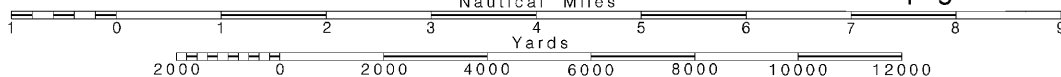
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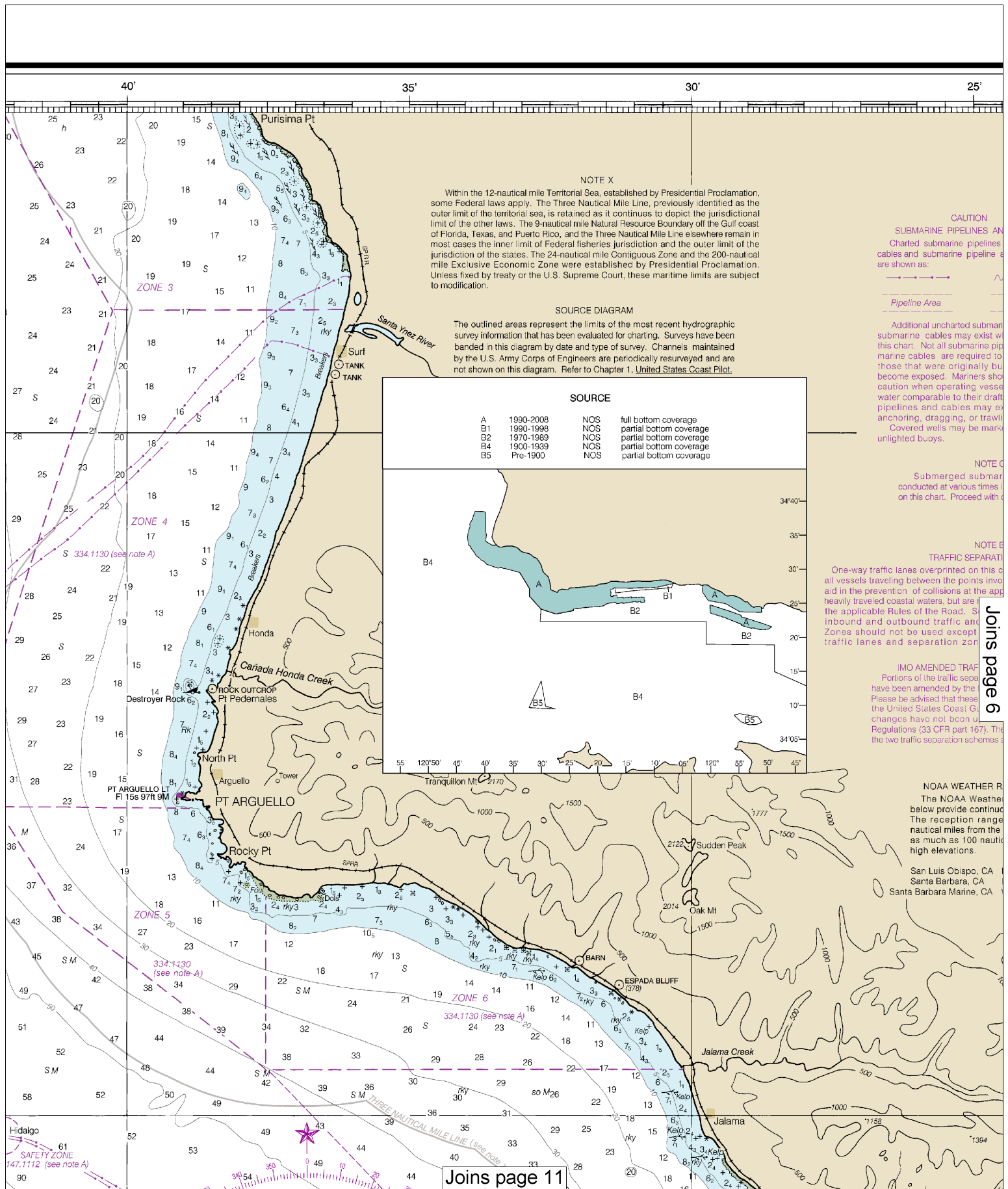
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

35'

30'

25'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2008	NOS	full bottom coverage
B1	1990-1998	NOS	partial bottom coverage
B2	1970-1989	NOS	partial bottom coverage
B4	1900-1939	NOS	partial bottom coverage
B5	Pre-1900	NOS	partial bottom coverage

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

IMO AMENDED TRAFFIC SEPARATION SCHEME

Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Luis Obispo, CA	KIH-31	162.550 MHz
Santa Barbara, CA	KIH-34	162.400 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz

Joins page 5

Joins page 12

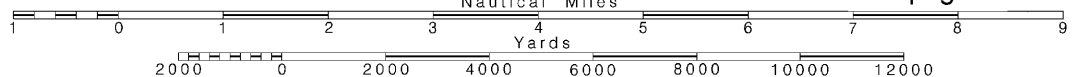
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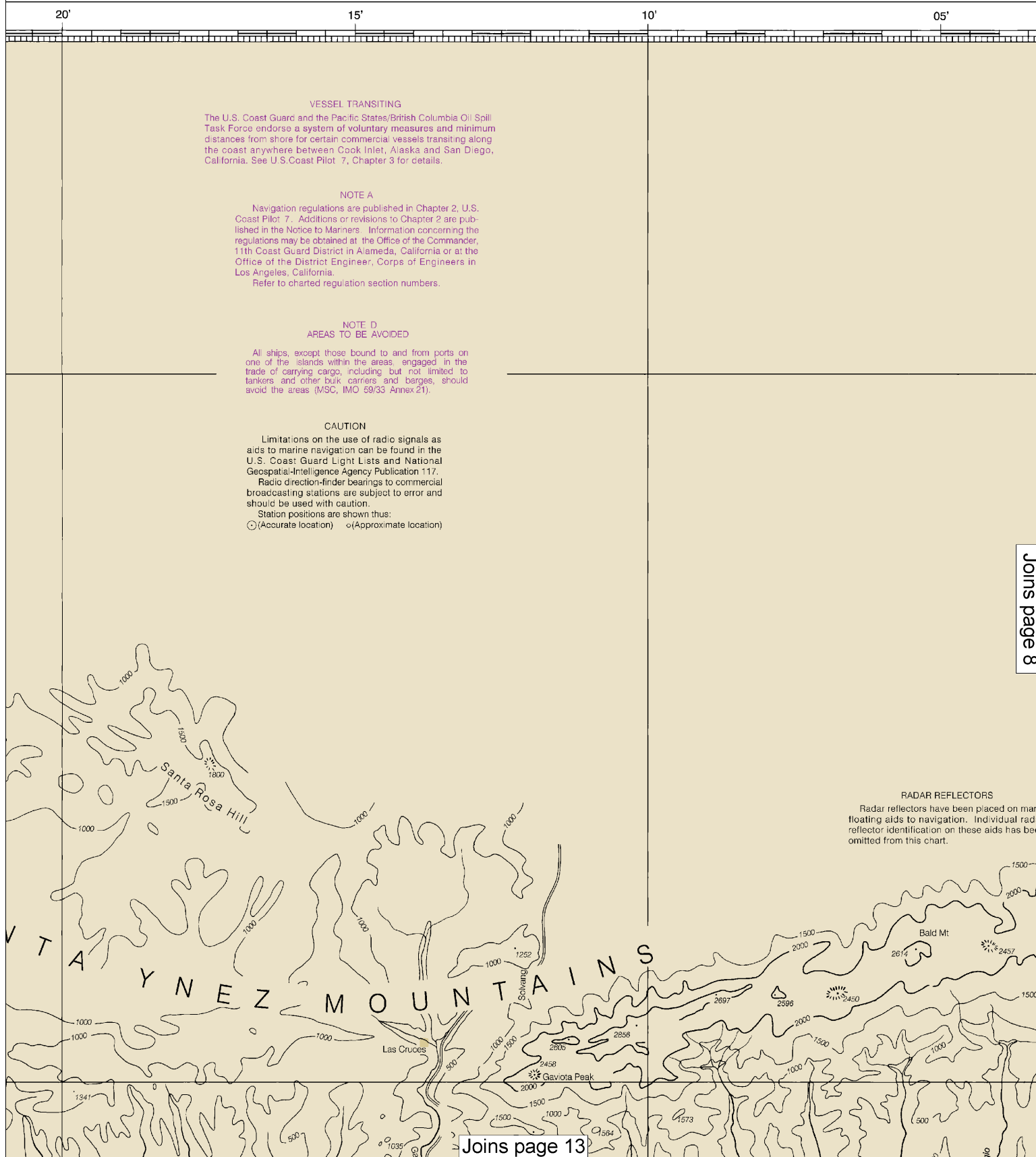
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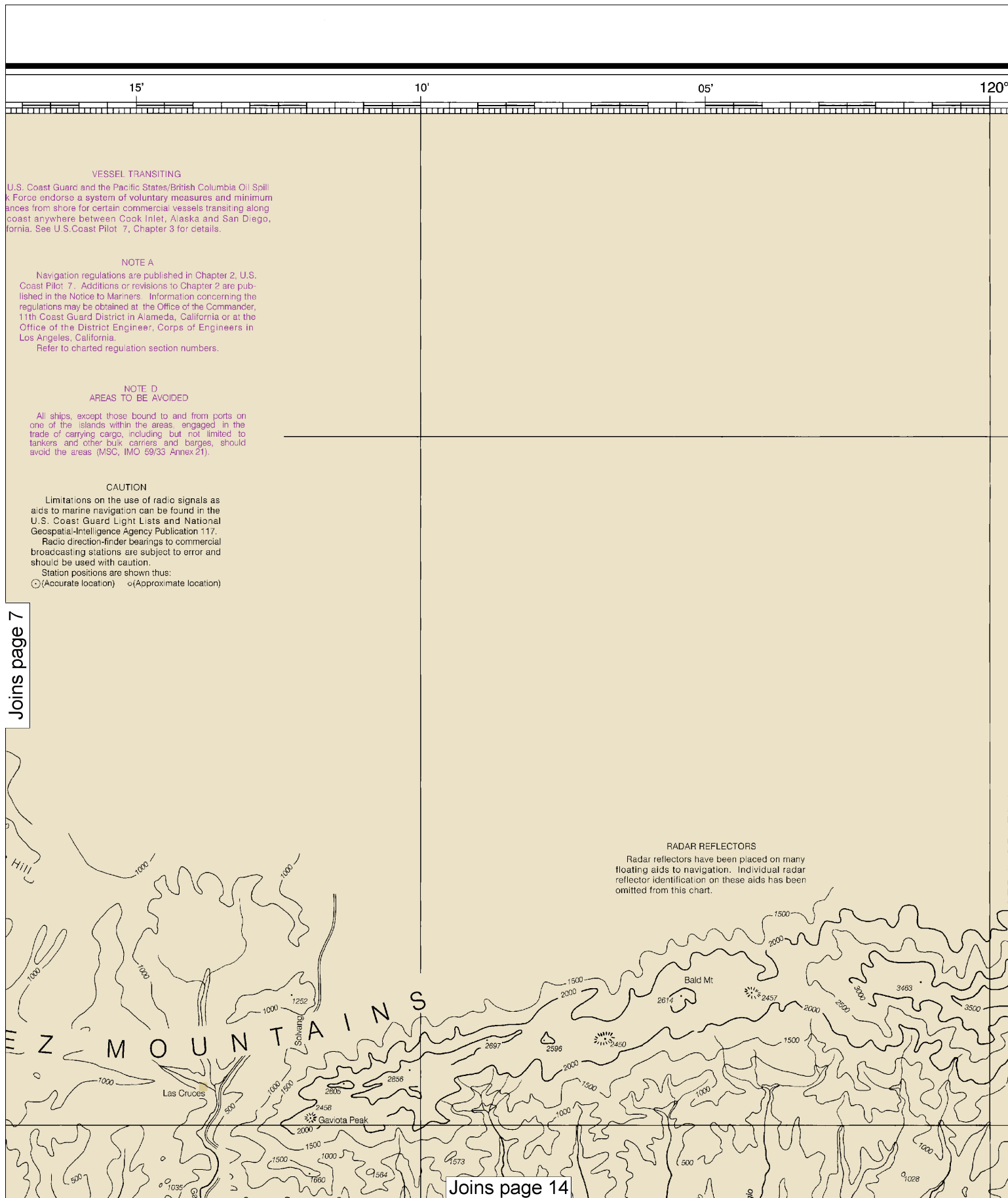
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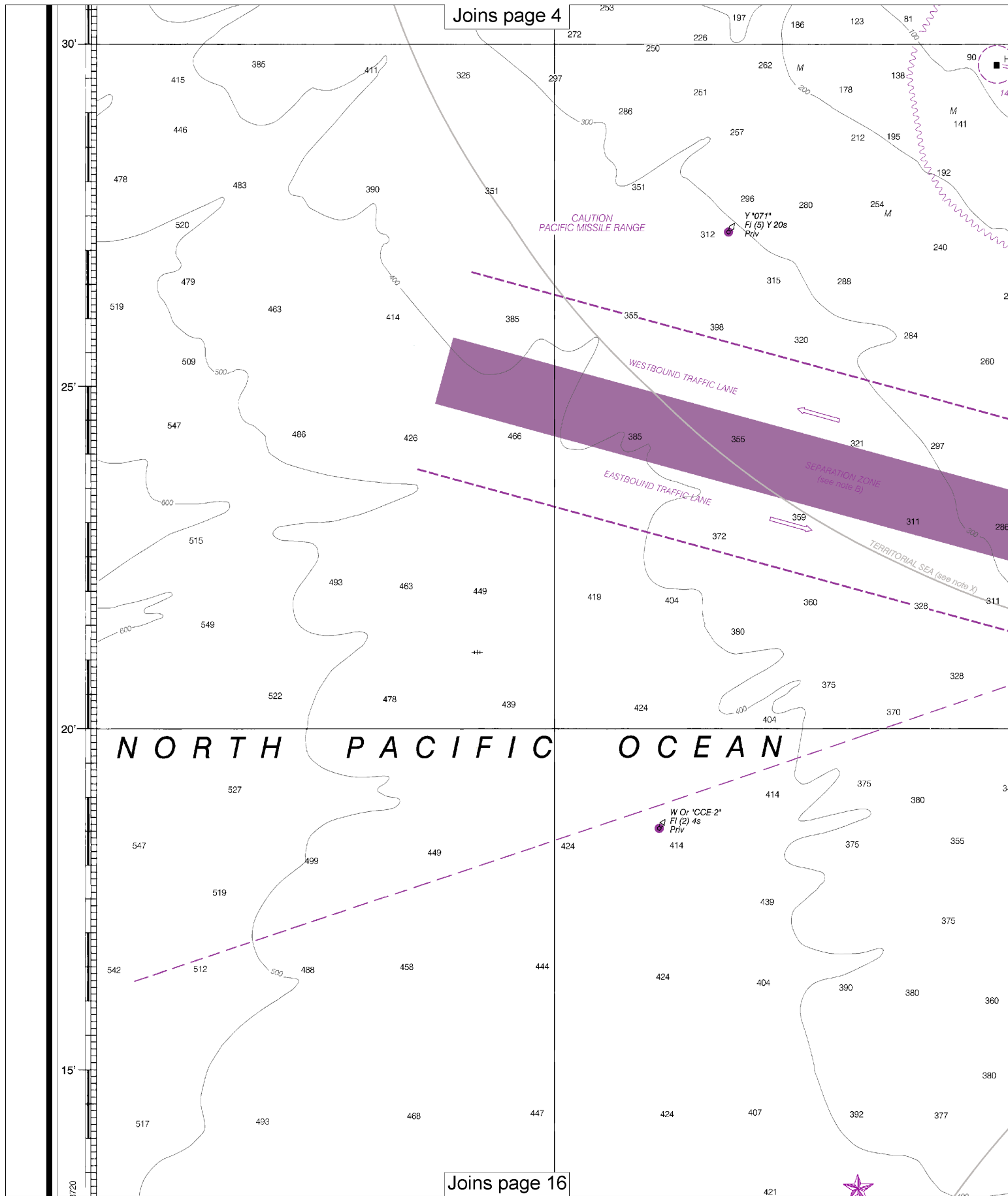
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See Note on page 5.









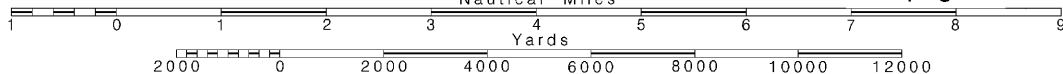
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Note: Chart grid lines are aligned with true north.

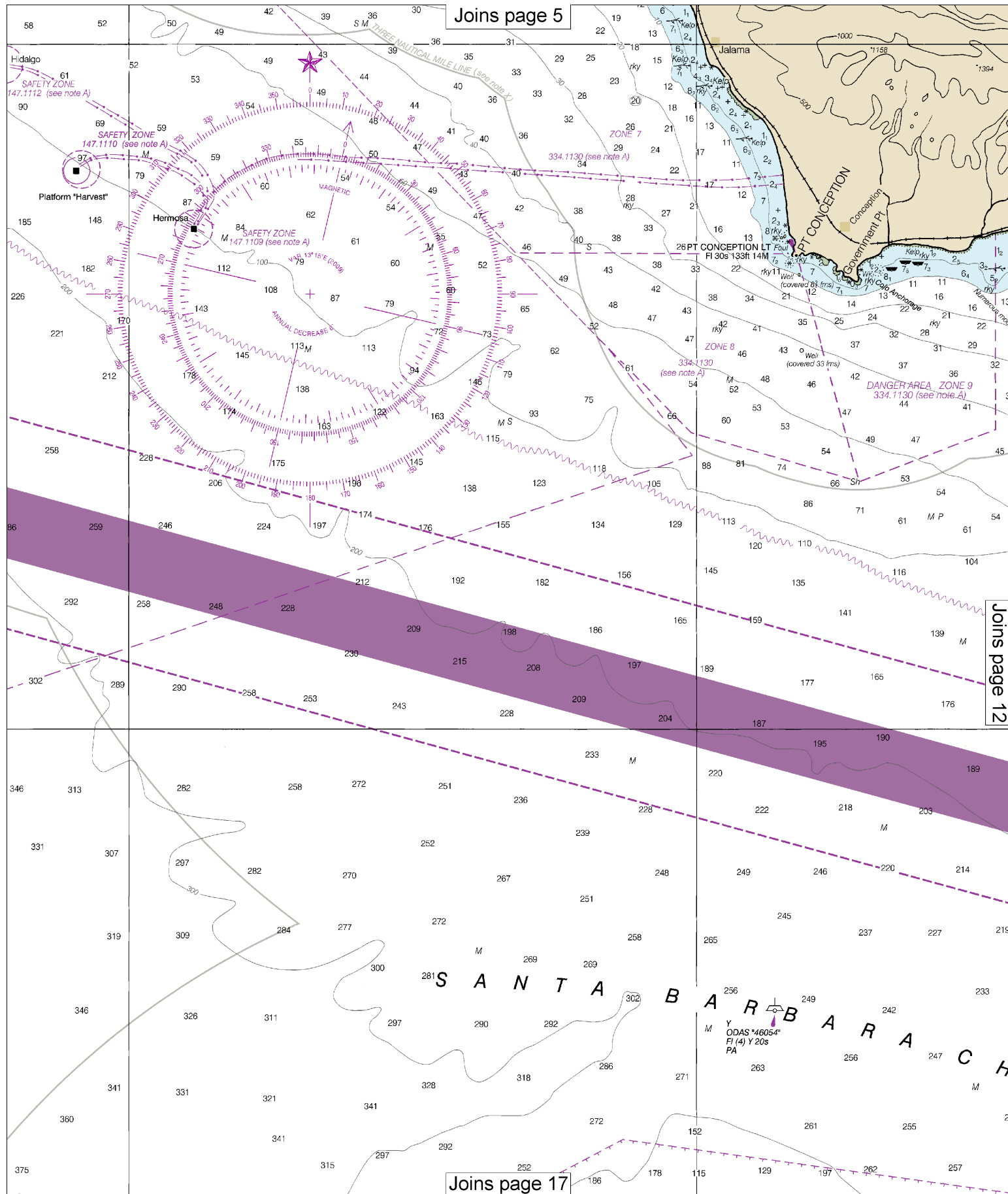
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See Note on page 5.

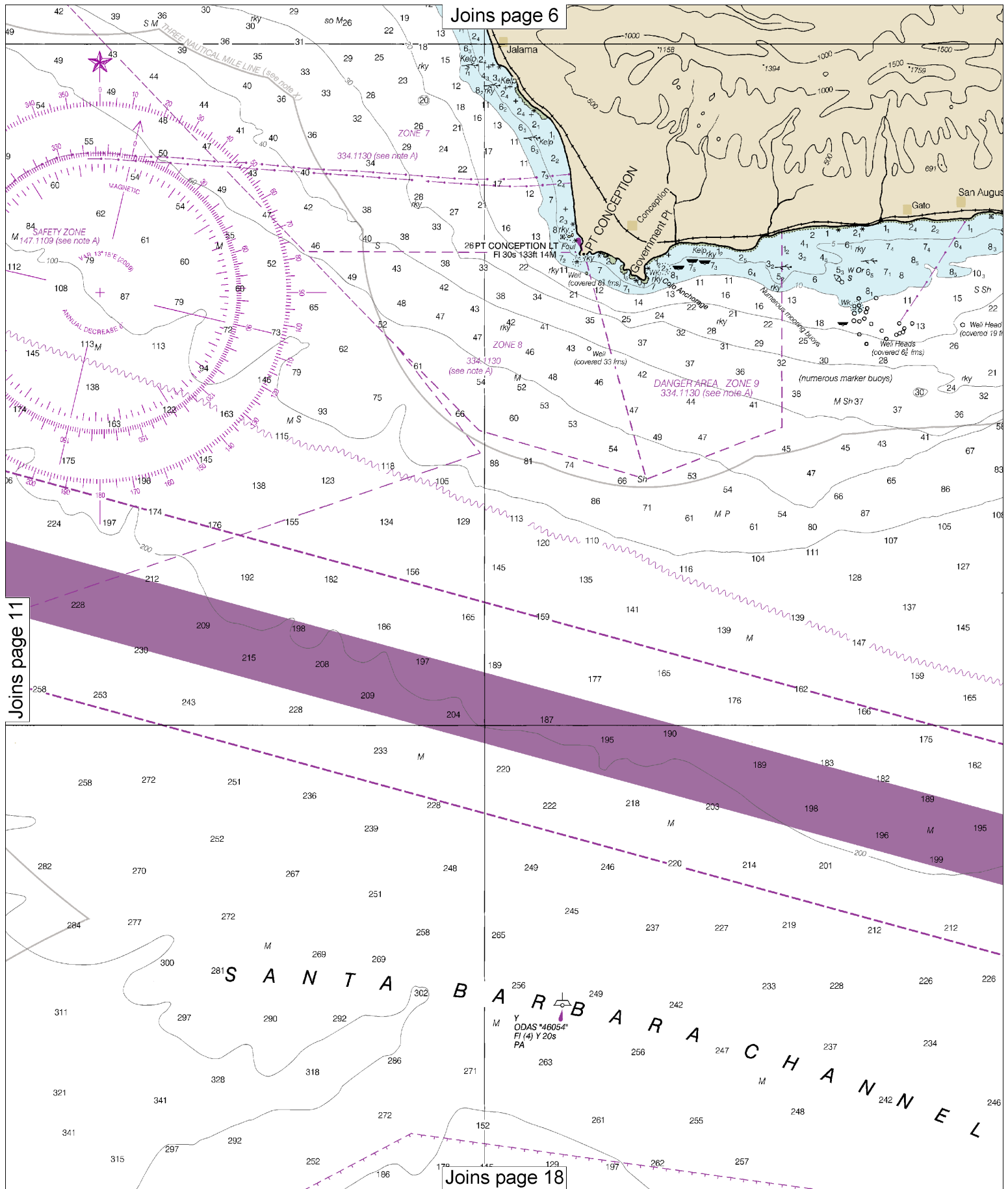


Joins page 5

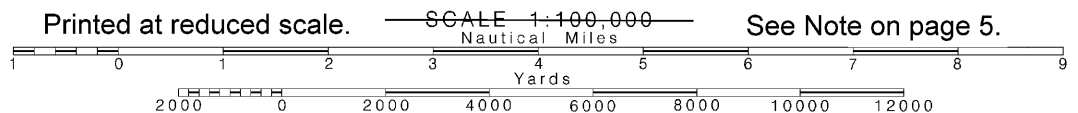


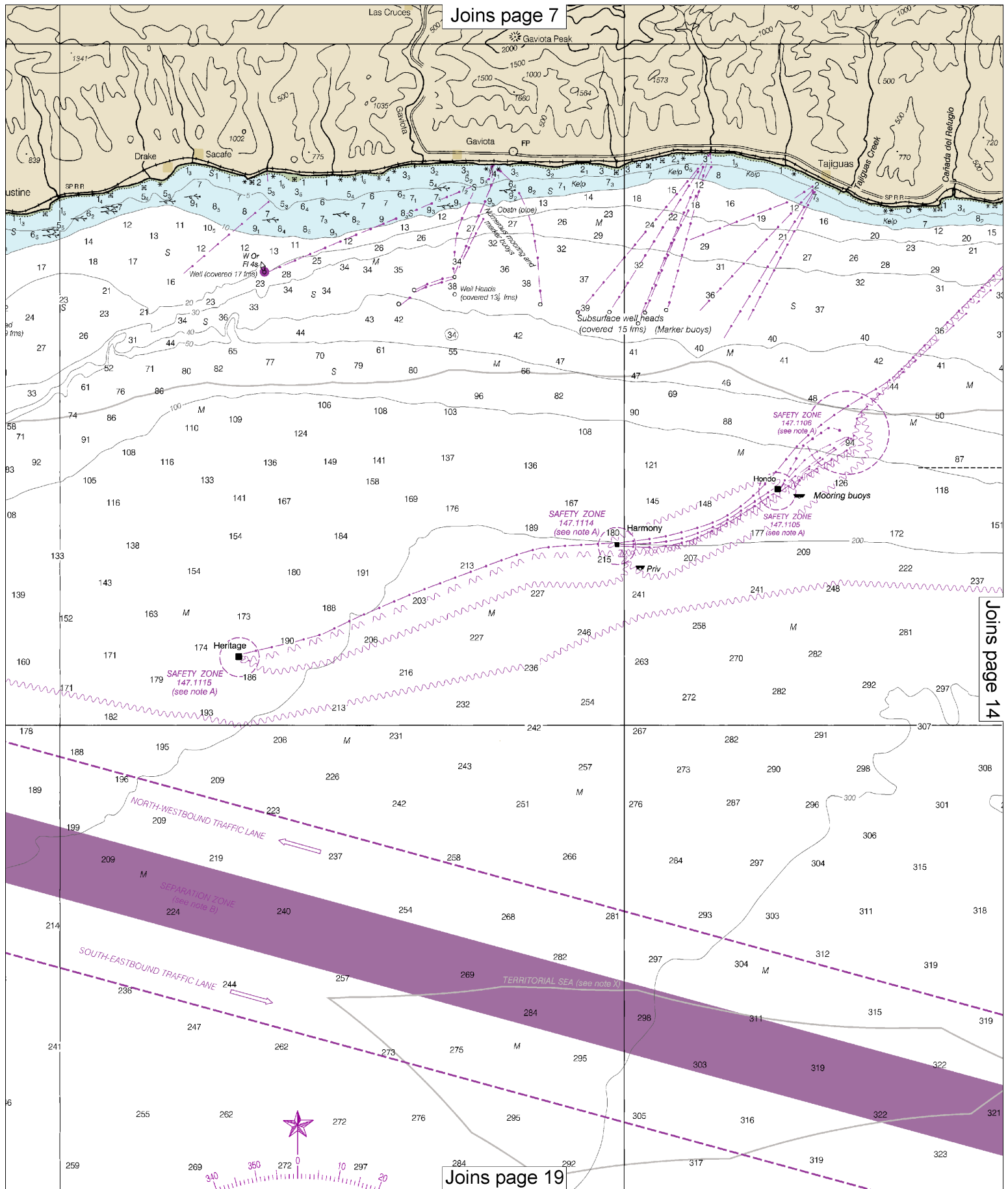
Joins page 12

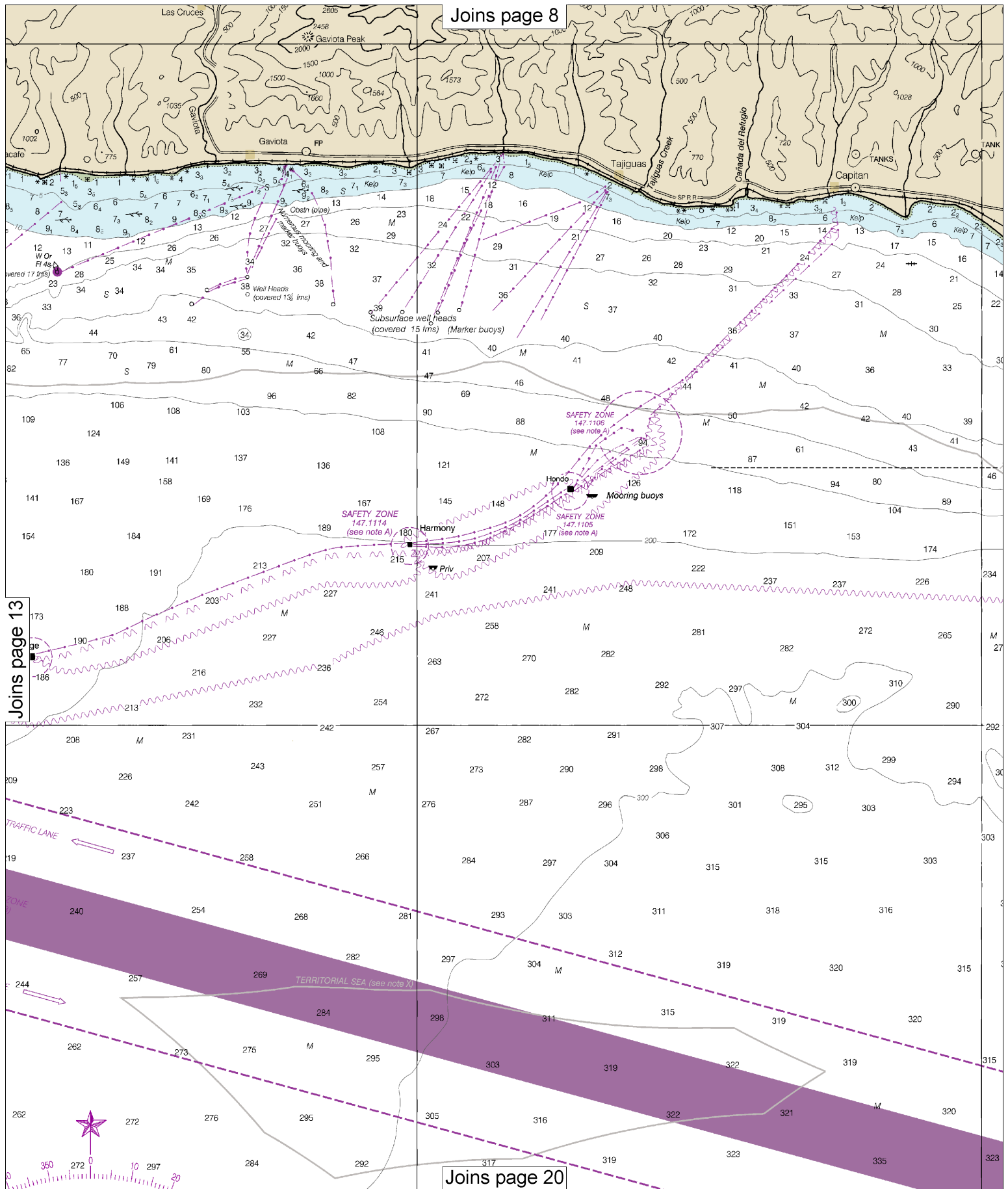
Joins page 17



Note: Chart grid lines are aligned with true north.







Joins page 8

Joins page 13

Joins page 20

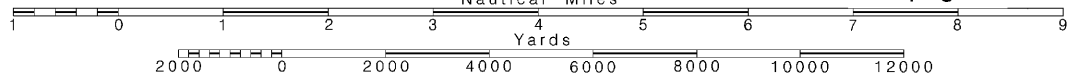
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Note: Chart grid lines are aligned with true north.

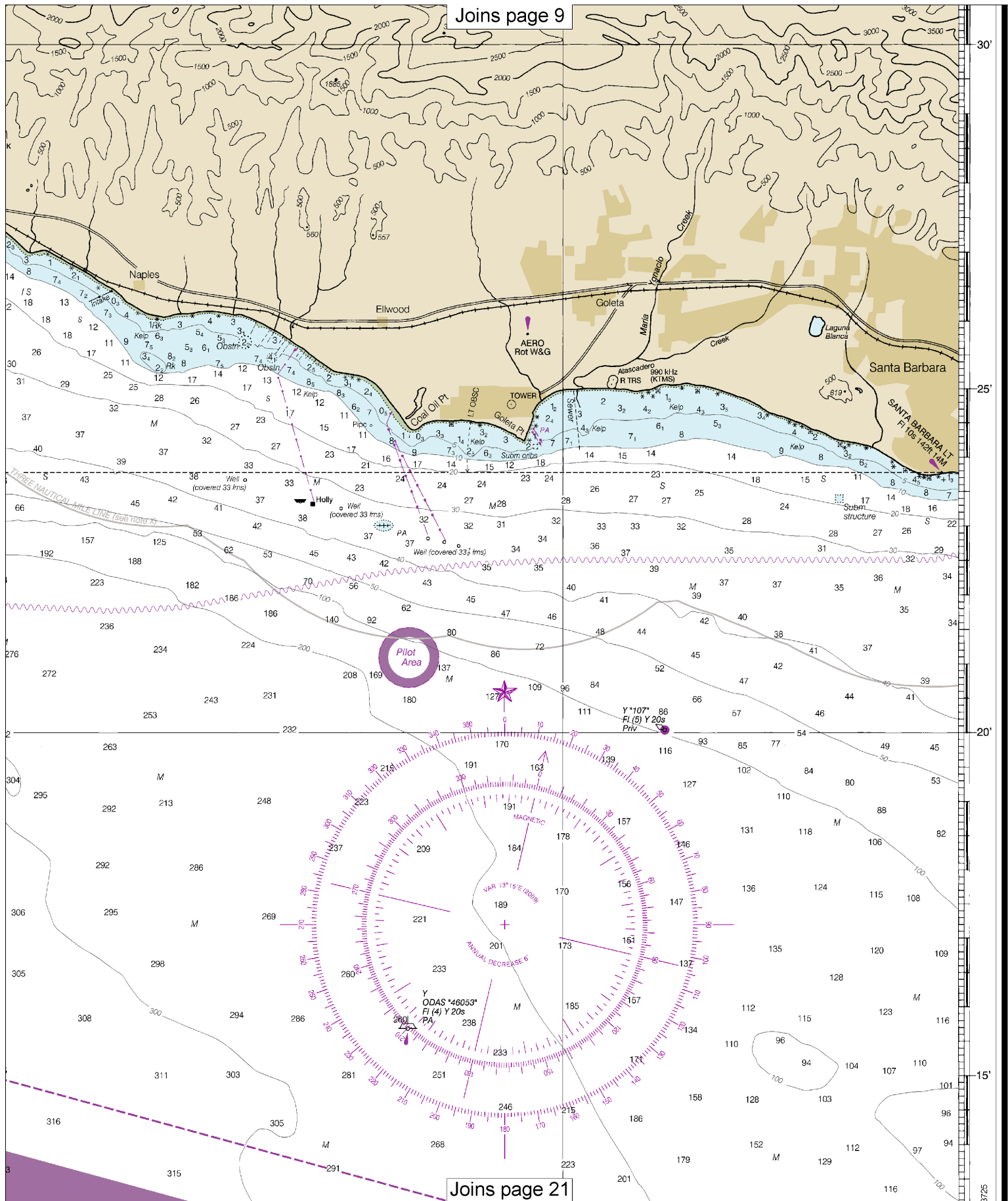
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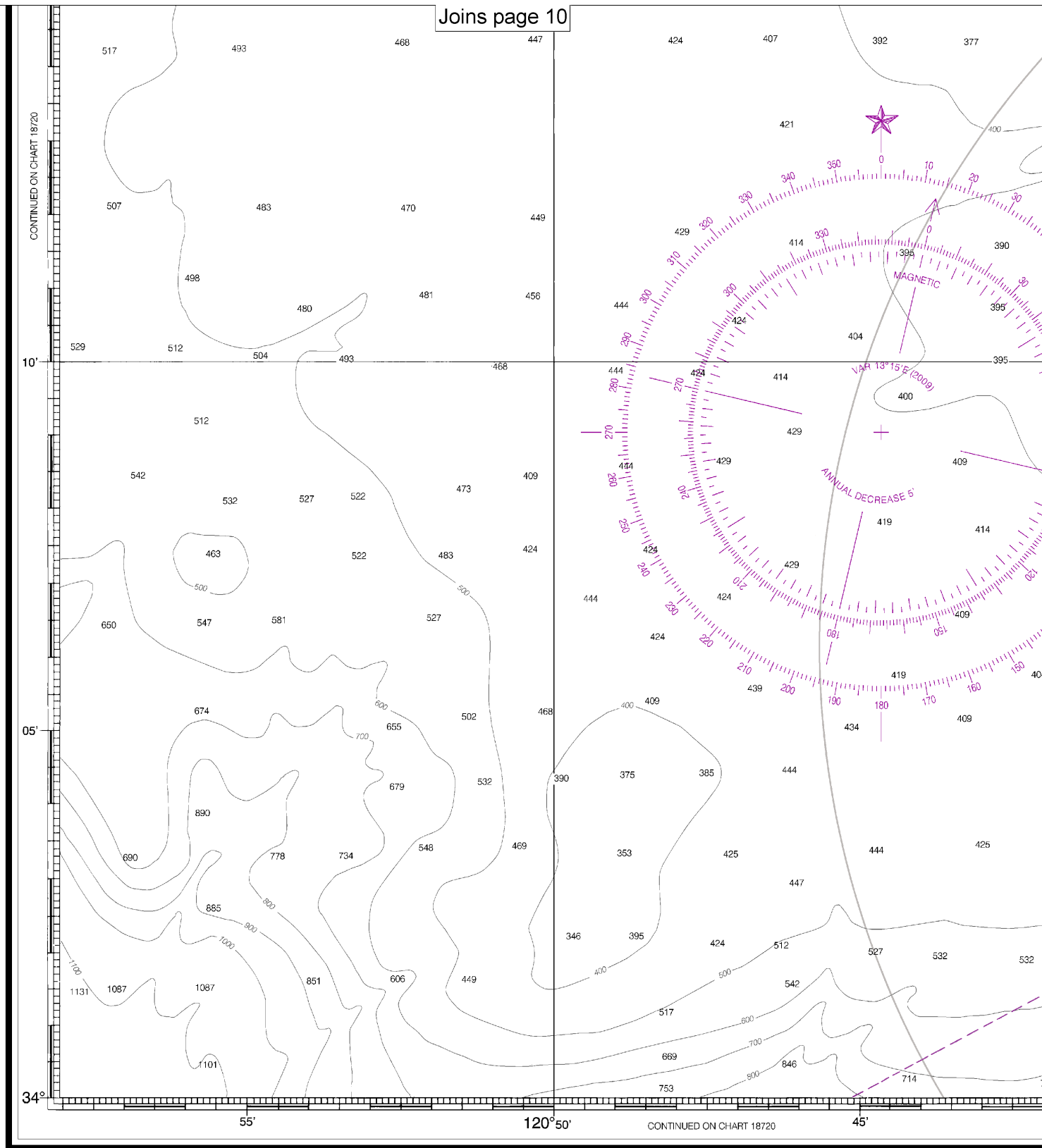
SCALE 1:100,000

See Note on page 5.



Joins page 9





18721

12th Ed., Dec. 2009. Last Correction: 10/18/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly of floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

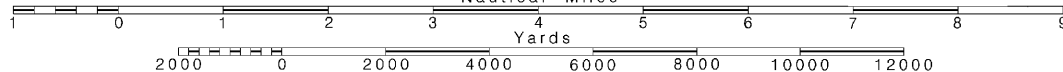
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

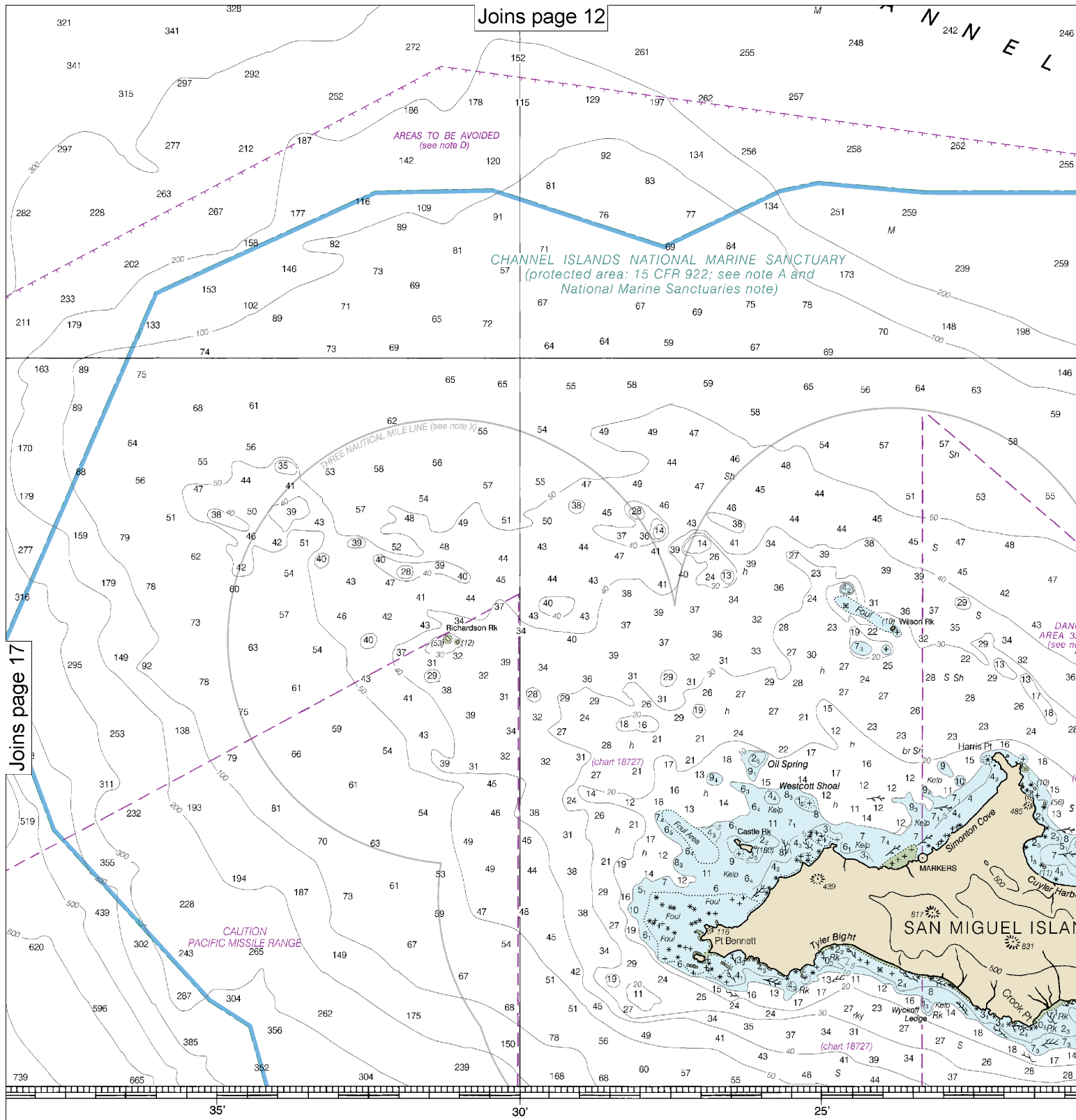
SCALE 1:100,000

See Note on page 5.



List

CAUTION



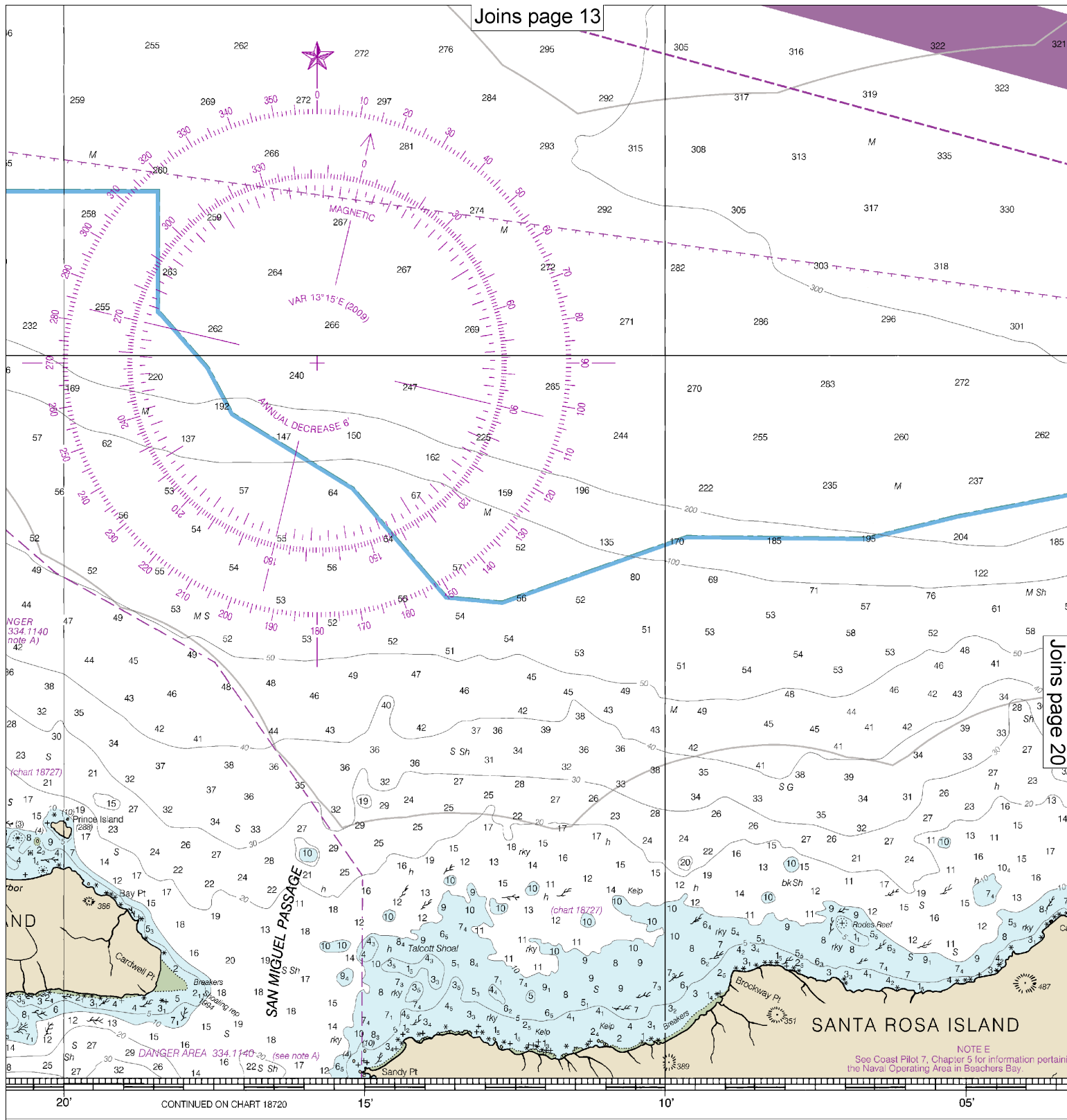
Users are encouraged to submit inquiries, discrepancies or comments to <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Published at
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL CENTER FOR Nautical Charts
WASHINGTON, D.C. 20543

Note: Chart grid lines are aligned with true north.

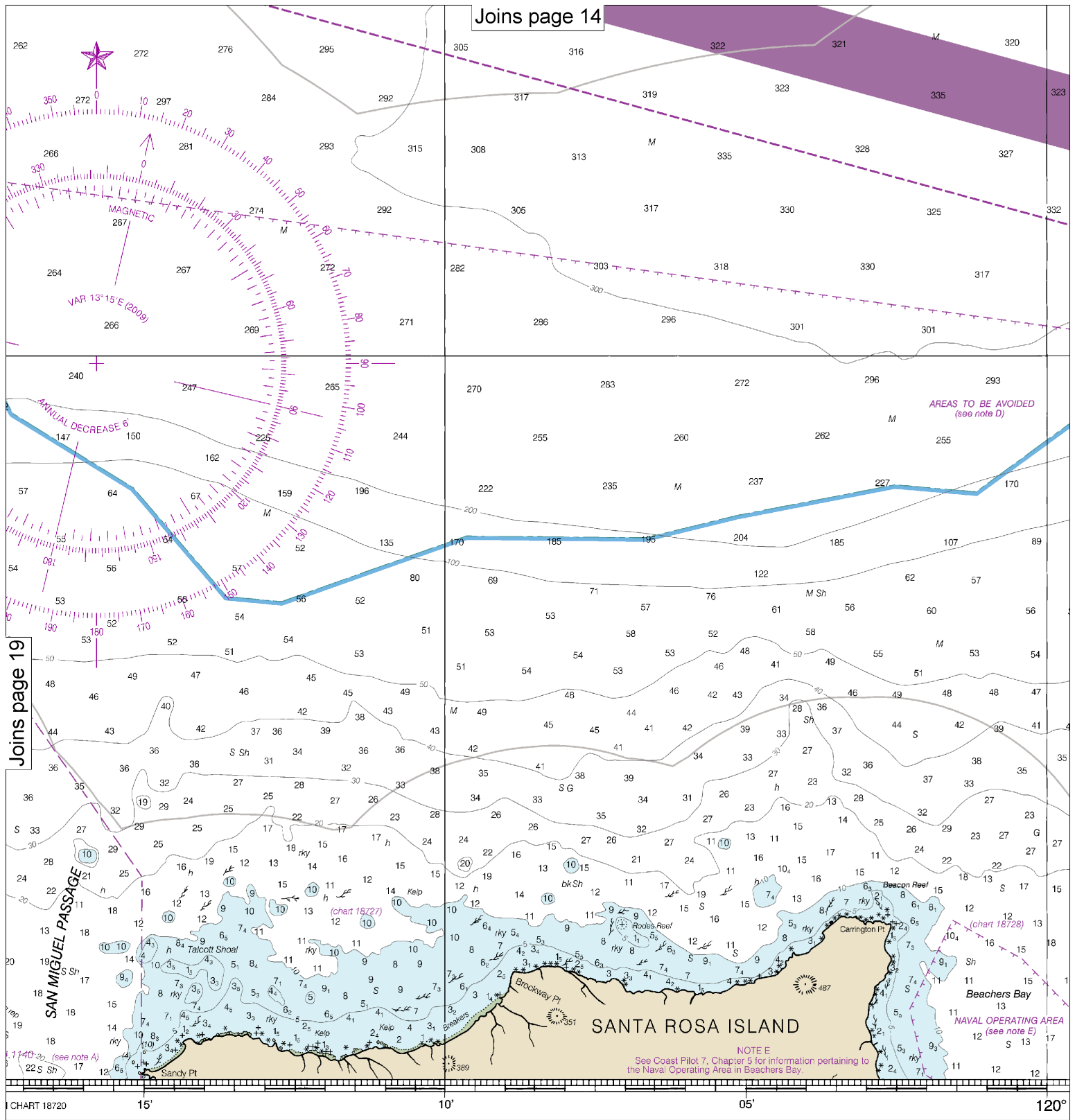
Joins page 13



Joins page 20

at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
L OCEAN SERVICE
AST SURVEY

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



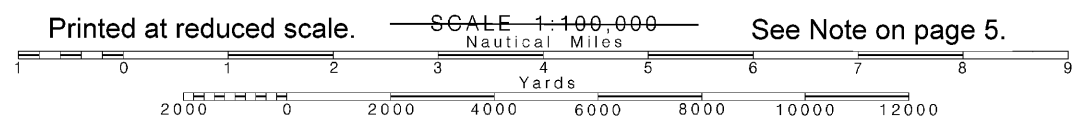
SOUNDINGS IN FATHOMS

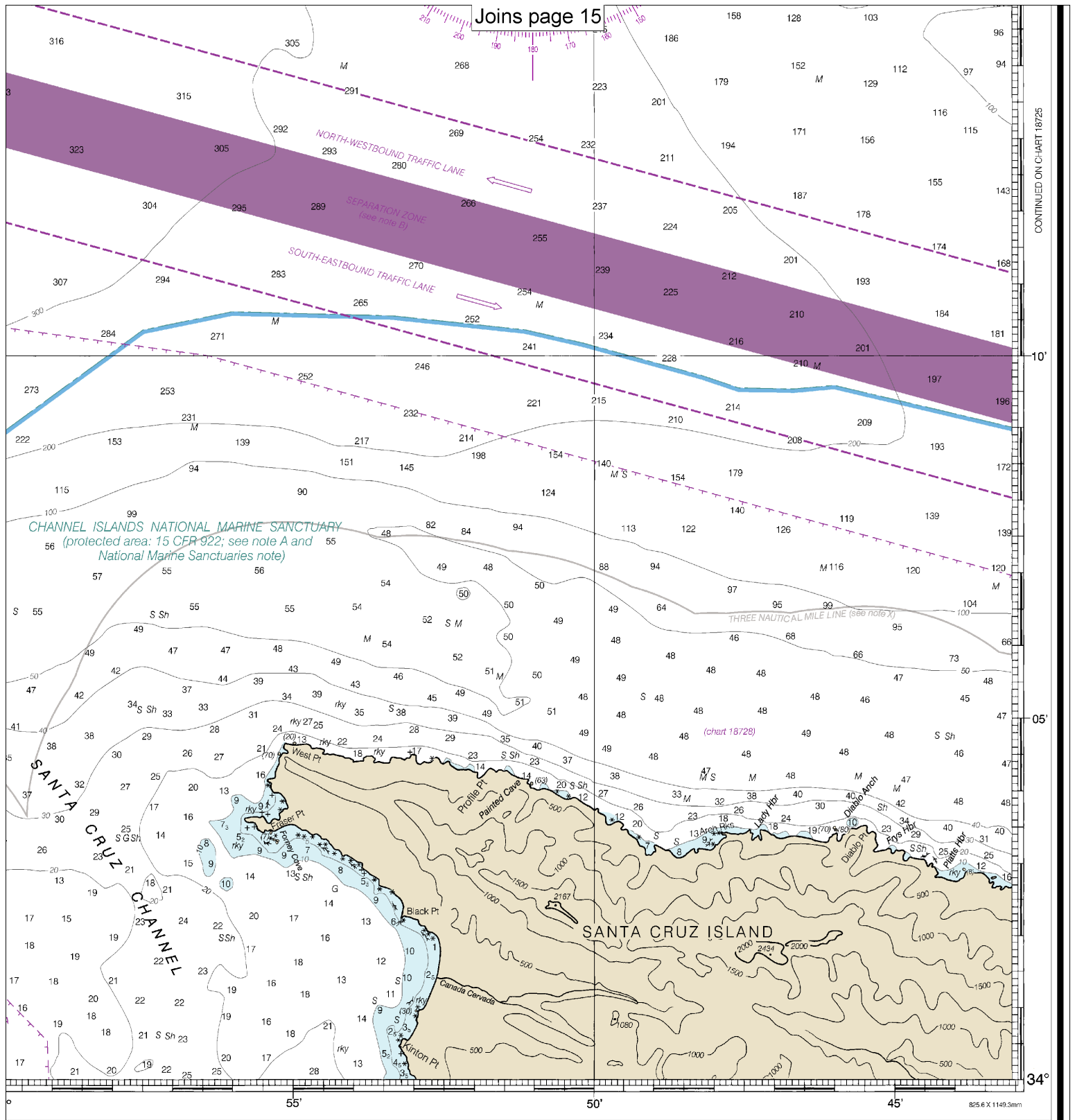
(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

20

Note: Chart grid lines are aligned with true north.

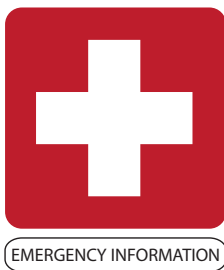




Santa Cruz Island to Purisima Point
SOUNDINGS IN FATHOMS - SCALE 1:100,000

18721

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.